

**REMARKS**

Favorable consideration and allowance of the claims is respectfully requested in view of the foregoing amendments and the following remarks.

Applicant thanks the Examiner for conducting interviews with Applicant's representative on February 13, 2009 and March 15, 2009. During the interviews, a discrepancy in the references cited in the previous Office Action was discussed. An agreement was reached that the Examiner would issue a new Office Action to resolve the issue, which resulted in the current Office Action.

Claims 17-22 and 25-30 are rejected under 35 U.S.C. §112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which Applicant regards as the invention.

Claims 17-22, 28 and 33 are rejected under 35 U.S.C. §103(a) as being obvious over Ito et al (US 6,484,093) in view of Ahrens et al (US 2002/0010542).

Claims 25-27, 29, 30 and 34 are rejected under 35 U.S.C. §102(e) as being anticipated by Ito et al.

The rejections are traversed as set forth below.

With regard to the rejection under 35 U.S.C. §112, Applicant amends the relevant portion of claim 25 by defining the guide information to read "guide information containing guide point data for the recommended route, by which a driver is guided at a guide point for the recommended route, through a route search calculation, the guide information including at least a guidance for

advancing direction at the guide point on the recommended route.” Claim 17 is amended to be dependent on claim 25. In view of these amendments, claims 17-22 and 25-30 are definite, and the rejection under 35 U.S.C. §112 should be removed.

Claim 25 is amended to more clearly define the route guidance method of the claim as shown above. Support for these amendments is present in at least page 32, line 1 – page 34, line 11.

New claims 35-37 are added to further define alternative embodiments of the route guidance method of claim 25. Support for these claims is present in at least page 4, line 20 – page 5, line 13.

Applicant submits that Ito and Ahrens do not teach or suggest that “the information distribution center transmits to the information terminal the route information contained in a result of the route search calculation, the first piece of the guide information after the transmission of the route information, and the second piece of the guide information after the transmission of the first piece of the guide information separately from the first piece of the guide information;” and that “the information terminal starts the route guidance upon receiving the route information and the first piece of the guide information from the information distribution center,” as claimed in amended claim 25.

According to the invention described in claim 25, whole information on the recommended route is sent to the terminal in advance. The guide information for guiding the driver along the route is divided and the first piece of the guide

information is sent to the terminal. Upon receipt of the first piece of the guide information by the terminal, the terminal starts the guidance. This configuration enables the driver to know the whole route at a glance and the guide information on the area near the start point at once. This reduces the time required for downloading the information necessary for starting the vehicle by the driver.

Ito discloses a technology in which both the route information and the guide information are divided and sent separately in sequence. Ahrens discloses a technology in which navigator map data are updated from area to area through interactive communication. According to Ito in view of Ahrens, the driver can know only the information on the route within the range of first delivery or distribution at the time of starting the vehicle. Further, until a point is reached where the last delivery or distribution is received, the driver can not know the whole route to the destination. As a result, the driver can not judge whether or not the recommended route is acceptable, so that he or she can not change the route in advance in case information on a route unacceptable to him or her is distributed. Thus, the combination of Ito and Ahrens fails to teach the present invention, which sends whole route information together with a first piece of the guide information including at least a guidance for advancing direction at the guide point on the recommended route before the vehicle on which the terminal is mounted is started.

Therefore, amended claim 25 is patentable over the combination of Ito and Ahrens.

Claims 17-22 and 26-37 are patentable due to their dependence from claim 25.

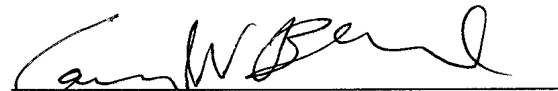
In view of the foregoing, Applicant submits that the present application is in condition for allowance and such action is earnestly solicited.

If there are any questions regarding this amendment or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and please charge any deficiency in fees or credit any overpayments to Deposit Account No. 05-1323 (Docket # 029267.56376US).

Respectfully submitted,

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